

# MEMO

**DATE:** July 12, 2007

**TO:** Regional Council; Energy & Environment Committee; Transportation & Communication Committee

**FROM:** Jonathan Nadler, Program Manager; (213) 236-1884; nadler@scag.ca.gov

**SUBJECT:** 2007 AQMP Update

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## **BACKGROUND:**

### AQMP Development

Pursuant to the federal Clean Air Act, the State Implementation Plan (SIP) demonstrating attainment with the 8-hour ozone standard is due to the U.S. EPA by June 15, 2007. The SIP demonstrating attainment with the PM2.5 standard is due to U.S. EPA by April 5, 2008. The 2007 South Coast AQMP was prepared by the three responsible agencies (the South Coast Air Quality Management District (SCAQMD), the California Air Resources Board (ARB), and SCAG. SCAG is responsible for preparing and approving those portions of the 2007 South Coast AQMP which relate to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies.

Citing the need to further work through issues regarding the PM2.5 attainment demonstration, the ARB Governing Board postponed consideration of the South Coast AQMP until October. Nevertheless, the ARB subsequently held a public hearing on June 22, 2007 to consider the State Strategy for Ozone and PM2.5. Regional Council President Ovitt and members Baldwin and Messina testified on behalf of SCAG, urging the ARB Board to take immediate action on the South Coast AQMP or at least delay adoption of the State Strategy until such time as the PM2.5 attainment issues were resolved. Based on the testimony from the Regional Council members, other elected officials, and the public, the ARB Board delayed consideration of the State Strategy to allow ARB, SCAQMD, and SCAG staff additional time to resolve the issues.

### Goods Movement Control Measures

Subsequent to the Regional Council action in May on the 2007 South Coast AQMP, SCAG's transportation partners raised concerns regarding the two proposed goods movement control measures included in SCAG's portion of the AQMP. In light of these discussions, SCAG staff requested that the SCAQMD Governing Board delay action on the measures when it considered the AQMP at its June 1, 2007 public hearing until its next meeting on July 13, 2007, at which time, due to public review requirements, the SCAQMD Governing Board will also be considering the transportation emission budgets developed as part of the AQMP. Based on SCAG staffs' request, the SCAQMD Governing Board delayed action on the two goods movement control measures when approving the AQMP.

Since the SCAQMD Governing Board hearing and the June Regional Council and Policy Committee meetings, SCAG staff has initiated further consultation with the County Transportation Commissions to review the proposed measures. Based on these discussions and the potential to come to closure on a comprehensive goods movement system improvement package, staff has concluded that there is need to continue consultation on the proposed goods movement control measures. Staff will communicate this to SCAQMD prior to their July 13 public hearing. Staff will also continue to apprise the Regional Council and

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Policy Committees on the issues associated with the AQMP, including information related to the goods movement control measures.

As part of the discussions with the County Transportation Commissions, staff is considering a range of goods movement improvements that may be feasible for implementation by 2014 to help achieve the federal health-based PM2.5 standards. Preliminary scenarios were developed based on varying combinations of the following components:

- rail electrification on selected portions of the system;
- accelerated upgrades to Tier III and IV locomotive engines; and
- combined electrification and accelerated locomotive engine upgrades.


These scenarios would be combined as a package with the grade separation and mainline capacity enhancement projects as previously identified in the 2004 Regional Transportation Plan and other planning studies such that a multi-benefit, self-sustaining system can be implemented. Preliminary study being performed by SCAG examines what combination of improvement creates the greatest air quality benefit compared to estimated costs.

Staff will continue participatory discussions on these scenarios and the originally proposed goods movement control measures, including the necessary financial and legislative components of an overall strategy. The discussions will include the required AB 1246 consultation with the County Transportation Commissions. At this time, staff anticipates bringing forward revised measures for consideration in September such that they could be considered in the SIP by October.

## FISCAL IMPACT:

Staff support for air quality planning and policy is covered under the Air Quality and Conformity staff work elements included in the current year overall work program (07-025.SCGS1 and 07-020.SCGS1).


Reviewed by:

  
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*Division Manager*

Reviewed by:

  
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*Department Director*

Reviewed by:

  
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*Chief Financial Officer*

# MEMO

**DATE:** July 12, 2007

**TO:** Transportation and Communications Committee

**FROM:** Annie Nam, Program Manager, (213) 236-1827, nam@scag.ca.gov

**SUBJECT:** Freight Emission Reduction Strategy

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## BACKGROUND:

Working with our County Transportation Commissions and the Air Quality Management District (AQMD), SCAG is currently evaluating various emission reduction scenarios related to freight rail in order to help support PM2.5 and ozone attainment and maintenance strategies.

Staff is currently evaluating a number of alternative scenarios including a packaging of projects: a phased implementation of rail electrification; upgrades to lower emission diesel locomotives; as well as mainline rail expansion and grade separations.

Staff is analyzing issues such as the feasibility of implementation within an accelerated timeframe (by the year 2014), capital costs, project financing options/opportunities and emission reductions. These evaluations will then be considered for potential inclusion in the 2007 Air Quality Management Plan (AQMP) and State Implementation Plan (SIP) for the South Coast Air Basin. Staff will provide a brief presentation outlining some of these preliminary strategies.

## FISCAL IMPACT:

Work associated with this information item is included in the current year overall work program.

Reviewed by:

  
Division Manager

Reviewed by:

for H.I.   
Department Director

Reviewed by:

  
Chief Financial Officer